Portsmouth race and this year's Manx Air Derby. Residing at Twickenham, is in the wholesale fish business, and his recreations apart from flying are golf and rugger. He is 25 years of age.

F. G. MILES (Miles Hobby, No. 2).—British aviation can show several instances of famous designers who are also pilots of more than average ability. Geoffrey de Havilland and Frank Barnwell, for example, both began to design aircraft long before the war, and both do a lot of flying even to-day. Frederick Miles is one of our younger designers (in fact, probably the youngest) to make his mark, and is regarded by many as one of our most brilliant. Before joining Phillips and Powis, worked independently at Shoreham, and even then showed promise of a refreshing individuality which has been given full rein since he became established at Reading. Is helped greatly in his work by his wife, who is herself a capable designer and who does not shy even at stress calculations. Anyone who has seen Mr. Miles demonstrate such machines as the Miles Whitney Straight will have gathered that he is a pilot of remarkable skill, and the results are, of course, traceable in his machines. When Miles the pilot reports, after a first test flight, that something could be improved, Miles the designer has usually thought of the cure before the machine is back in the works.

W. H. MOSS (Moss Monoplane, No. 31).—Mr. W. H. Moss is one of the five brothers who have branched out from their paint and varnish works at Chorley, Lancs, with the manufacture of the Moss monoplane. Has extensive flying experience, gained during the last nine years at home, in the Argentine and in U.S.A. Owns a Cirrus III Moth, apart from his own make of aircraft. This is his first serious essay at racing in this country. He is 36 years of age.

F. G. Miles.

W. H. Moss.

C. S. NAPIER (Hendy 302, No. 22).—Carill S. Napier is taking over his own Hendy for which he had originally entered Mr. H. H. Leach. The machine is one of the Cirrus-engined trio which he has entered in his capacity of technical chief of the Cirrus engine division of Blackburn's. Has competed in four previous King's Cup Races and his successes in other events include first in a heat and fourth in the final of the Newcastle Club's Grosvenor Cup Race in 1931. His one recreation apart from flying is the commendable indoor sport of darts. He believes that air-racing is good fun only when taken not too seriously.

E. W. PERCIVAL (Mew Gull, No. 3).—Capt. Percival began his aeronautical career as a transport pilot in Australia. On his arrival in this country he began to design aeroplanes, and at first had them built for him by George Parnall, of Yate. Later he established his own works at Gravesend, and recently the works were transferred to Luton. Percival has always had the happy gift of being able to get high speed out of his aeroplanes with comparatively modest power expenditure, all his types being above the average in the matter of performance. His Mew Gulls have been reported upon by Martlesham to be quite remarkably viceless in spite of their diminutive size and high wing loading, and are thus very far from being racing freaks. The particular specimen to be flown by Percival in this year's race is believed to be even faster than previous models, and probably represents just about the maximum obtainable with the power employed.

H. L. PIPER (Short Scion Senior, No. 19).—Mr. Piper is handling the one really big aeroplane in the race, but it is one that he knows inside out, for he is assistant test pilot at Short Bros. Living at Strood, Kent, he is 38 years old, has 2,600 hours' flying to his credit and likes shooting, swimming and tennis as relaxations. Has not had a great deal of racing or record-breaking experience, but once flew a Desoutter to Australia. He feels, as *Flight* does, that it is a little unfair on the slower machines to handicap on the second day only.

FLT. LT. TOMMY ROSE (Miles Hawk Speed Six, No. 8).—Perhaps the best known, and certainly one of the most popular, of our sporting pilots, Tommy Rose is a previous King's Cup winner—in 1925, flying a Miles Falcon—and was second last year, in a Hawk Speed Six. Has any number of other air-race and long-distance record successes to his credit, including a Capetown flight last year—in the Falcon—in 3 days 17 hours 38 minutes, with a return trip almost as fast. Was once instructor at Sywell, then sales demonstrator and test pilot at Phillips and Powis, and is now flying representative of the distillers of an "aviation spirit" of high octane value—Seager's gin. Is *not* in favour of the 1937 course.

DEREK SCHREIBER (Percival Vega Gull, No. 15).—Flying his own machine, Schreiber is taking part in his third King's Cup Race, having flown in 1930 and 1931. He has a total of 500 hours' flying. Thirty-three years of age, he resides at Woodbridge, Suffolk, and enjoys polo, hunting, shooting and other sports.

WING CDR. F. W. STENT (Miles Sparrowhawk, No. 10).—A retired R.A.F. Officer, 46 years of age, Wing Cdr. Stent has extensive flying experience (2,000 hours) gained at home and abroad. Lives at Sonning, Berks, and gives a hand with the demonstrating and testing of Phillips and Powis aircraft. This is his first essay at air racing. Remarks that the weather is bound to affect the various aircraft very differently irrespective of their pilots. Doesn't want a cabin machine and likes a low-wing monoplane because it leaves the inside of the turn visible on a bank.

G. M. TONGE (Vega Gull, No. 14).—Mr. Tonge is a private owner of the Vega Gull, of which he took delivery last July.

R. J. WAIGHT (T.K 4, No. 1).—Robert John Waight, De Havilland chief test pilot, has 2,100 hours' flying experience at the age of 27 and holds "A" and "B" and Ground Engineer's "A" and "C" licences. Last year on the T.K.2 he made the fastest time in his first King's Cup Race, and during the same season he won the Cardiff Race. Understandably in view of the type of machine which he usually races, Waight prefers pylon racing over a short course.

K. H. F. WALLER (D.H. Comet, No. 5).—Although not a pilot of long standing (having learnt to fly in 1930), Ken Waller quickly made a name for himself, and as an instructor at Brooklands he has piled up very many hours (4,000) in a comparatively short period. In the England-Australia race he piloted, with Cathcart Jones, the Comet which secured fourth

C. S. Napier.

Capt. E. W. Percival.

H. L. Piper.

Flt. Lt. Tommy Rose.